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PART--I-- Orders and Notifications by the Government of Tripura, The High Court, Government Treasury etc.

> Directorate of Industries & Commerce Government of Tripura Khejurbagan, Agartala - 799006

No.F.DI/LC/1(18)/2022/Part-II/730-35

Dated, Agartala, the 16th January, 2023.

NOTIFICATION

Subject: Introduction of the Tripura Integrated Logistics Policy, 2022.

The Governor is pleased to accord sanction to the introduction of the Tripura Integrated Logistics Policy, 2022 for sustainable integrated policy for developing and connecting various economic zones that are consistent with the State efforts to promote Logistics Infrastructure in the State of Tripura under the PM -Gati Shakti Initiative. The Scheme shall come into effect from the date of issue of this notification.

By order of the Governor

(ABHISHEK-CHANDRA, IAS)

Special Secretary (Industries & Commerce)

Tripura Gazette, Extraordinary Issue, February 13, 2021 A. D.

GOVERNMENT OF TRIPURA GA (CONFIDENTIAL AND CABINET) DEPARTMENT SECRETARIAT

No. F.1 (9)-GA (CAB)/2021(P) - XXVII

January 12, 2023

MEMORANDUM

Subject: - Record of approved decision of the Council of Ministers -by Circulation

The undersigned is directed to refer to the Industries & Commerce Department Memorandum. No. F. DI/LC/1(8)/2022/Part-II dated 10.01.2023 "The Tripura Integrated Logistic Policy, 2022" and to say that the proposal was circulated to the members of the Council of Ministers for their opinion under Rule 15(1) of the Rules of Executive Business.

Proposal of the Department is approved by the Council of Ministers.

(S. K. Debbarma)

Deputy Secretary

Government of Tripura

To
The Secretary,
Industries & Commerce Department

No.F.DI/LC/1(8)/2022/Part-II/ 7/9

Government of Tripura

Department of Industries & Commerce

16th January,
Dated, Agartala, the December, 2023.

MEMORANDUM FOR COUNCIL OF MINISTRIES

Sub -The Tripura Integrated Logistic Policy, 2022.

1. Introduction:

This Memorandum aims to make Sustainable Development of Integrated Logistic Policy in the State of Tripura. The state Logistic Policy is congruent with the National Logistic Policy as outlined in the Vision of PM Gati Shakti.

A copy of the Tripura Integrated Logistic Policy is enclosed at Annexure - I.

2. Background:

The Logistic Policy is a guiding frame work under the PM-Gati Sakti initiative for providing a comprehensive and sustainable integrated policy for developing and connecting various economic zones that are consistent with the State efforts to promote Logistic Infrastructure. It is an initiative by the Government to enhance and unlock the Logistic Sector via Read, Multi Modal Logistic Park, Pipeline Water Ways, Warehouses and Air Ways.

The primary objectives are to promote manufacturing to boost both the exports and imports in the North Eastern States of India. This flagship programme of the Government augments the existing industrial clusters to the entire landwith effective evacuation system through road, rail ways and air ways that would become drivers of economic growth for the region. The intent and need to have reliable integrated Logistic Policy is outlined in objectives of the policy.

3. Objective of the Policy:

With the intent of developing and establishing the integrated, efficient, reliable, cost-effective and multi modal logistics networks, the Tripura Integrated Logistics Policy envisages:

- 1. To efficiently utilize and optimize the existing logistical infrastructure facilities.
- 2. To develop the existing and new logistical infrastructure and allied industries/ services based on forecasted needs of the State.
- 3. To develop storage and warehousing facilities at various strategic locations within the State.
- **4.** To develop support infrastructure and multi-modal integration for providers of logistics services provision for hard and soft support infrastructure.
- 5. To develop Air Freight Stations (AFS) and Air Cargo Complexes (ACC) at strategic locations.
- 6. To develop truck terminals, driver rest areas and parking spaces. To develop dry-ports at various custom points for rail, road maritime logistical operations.
- 7. To support the growth of e-commerce.
- 8. To create a single point of reference for all logistics related matters in the State.
- To promote private sector participation for logistics capacity building and development.
- 10. To develop the Gateway of North East with Bangladesh, Myanmar, Thailand and act as a bridge to ASEAN and BIMSTEC.1

4. Activities to be undertaken under the Policy:

- i) For creation a single point of reference for all logistics related matters in the State.
- ii) Promotion of private sector participation for logistics capacity building and development

- iii) Land acquisition charges by adopting The Right to Fair Compensation Transparency in Land Acquisition, Rehabilitation Resettlement Act, 2013.
- iv) Fixing a time frame for grant of permissions for uploading datalayers mandatory of each Department of Govt. of Tripura.
- To efficiently utilize and optimize the existing logistical infrastructure. facilities.
- vi) Phase-wise conversion data layers of all Departments of State of Tripura in time bound manner:
- vii) Issuance of suitable instructions to all Departmental Head mandatory provision for uploading the data layers in each depart, projects before preparation of Detailed project report;
- viii) Faster implementation of infrastructure and regular review of progress of implementation of project and proposed networks by state level committee.
- ix) Declaring logistic policy as public utility for Safe, reliable &uninterrupted flow of maximum utility of infrastructure present, ongoing and proposed projects:
- Uniform and priority basis of infrastructure support for logistic X) purpose.

5. Justification:-

The National Logistic Policy hasbeen launched by the Central government and there is a need to launch a State specific logistic policy to suit the requirements of the State

6. Inter-Departmental consultations:

- 7. Hon'ble Chief Minister has kindly given his consent for placing the proposal before the Council of Ministers for obtaining approval of the "The Tripura Integrated Logistic Policy, 2022"
- 8. Approval sought:-. In the context of the details stated above, the Council of Ministers may concur "The Tripura Integrated Logistic Policy, 2022

Spl. Secretary to the Govt. of Tripura

THE TRIPURA INTERGRATED LOGISTICS POLICY, 2022

THE TRIPURA INTERGRATED LOGISTICS POLICY, 2022

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Executive Summary

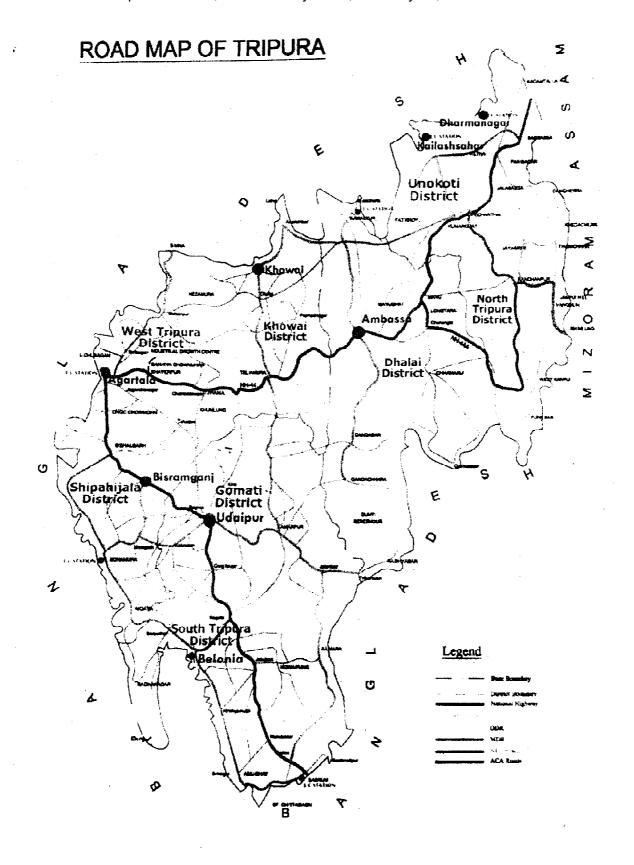
The logistic sector is the backbone of the economic growth. The growth of many other sectors depends on this sector and logistics becomes very important to the state of Tripura because of its geographical location. As the sector involves many departments and agencies, an integrated policy is required for effective coordination.

The PM-Gati Shakti National Master Plan was launched by Government of India with this objective and to integrate the intervention of Central and State Governments. This aims at effective coordination among all the stake holders thereby enabling an ecosystem which can boost economic growth and enhance the competitiveness.

The Tripura Integrated Logistic Policy 2022, endeavours to streamline the development of all industrial estates and economic zones in the State, promote logistic infrastructure, augment the existing resources and thereby attract the investments to promote employment and economic development of the State.

The components of the policy includes fiscal incentives, granting the Industry Status to the Logistic Sector, Land Allotment Assistance, Standardization and developing sectorial needs and policy for each mode of transport and finally use of modern technology for better monitoring and invention as and when required.

The Department of Industries & Commerce will work as the Nodal Department to implement the integrated logistics policy. The assessment of the policy will be done every year. The nodal department shall take inputs from all the departments and industries at regular intervals, assess the impact on the policy and introduce changes as required.



1 Introduction

Logistics play an important role in the economic growth and economic development of the State and thus are vital in generating employment and attract investments. However as logistics sector involves many departments and agencies, an integrated policy is required for effective coordination. Also there is an urgent need to connect all various modes of transport for seamless and efficient connectivity to optimise resources.

The PM-Gati Shakti National Master Plan has been launched by Government of India with this objective and to integrate the intervention of Central and State Governments. This aims at effective coordination among all the stake holders thereby enabling an ecosystem which can boost economic growth and enhance the competitiveness.

The Tripura Integrated Logistic Policy 2022, endeavours to streamline the development of all industrial estates and economic zones in the State, promote logistic infrastructure, augment the existing resources and thereby attract the investments to promote employment and economic development of the State.

2 Vision

"To develop an integrated logistic ecosystem in the State by augmenting the existing logistic infrastructure, streamlining the development of all industrial estates and economic zones, and thereby promoting employment and economic development of the State."

3 Objectives of the policy

With the Intent of developing and establishing the integrated, efficient, reliable, cost-effective and multi modal logistics networks, the Tripura Integrated Logistics Policy envisages:

- 1. To efficiently utilise and optimise the existing logistical infrastructure facilities.
- 2. To develop the existing and new logistical infrastructure and allied industries/ services based on forecasted needs of the State.
- 3. To develop storage and warehousing facilities at various strategic locations within the State.
- 4. To develop support infrastructure and multi-modal integration for providers of logistics services provision for hard and soft support infrastructure.
- 5. To develop Air Freight Stations (AFS) and Air Cargo Complexes (ACC) at strategic locations.
- 6. To develop truck terminals, driver rest areas and parking spaces. To develop dry-ports at various custom points for rail, road maritime logistical operations.
- 7. To support the growth of e-commerce.
- 8. To create a single point of reference for all logistics related matters in the State.
- 9. To promote private sector participation for logistics capacity building and development.
- 10.To develop the Gateway of North East with Bangladesh, Myanmar, Thailand and act as a bridge to ASEAN and BIMSTEC.

4 Components of the Policy

The components of the policy includes fiscal incentives, granting the Industry Status to the Logistic Sector, Land Allotment Assistance, Standardization and developing sectorial needs and policy for each mode of

transport and finally use of modern technology for better monitoring and invention as and when required.

4.1 Procurement of Land

- a) It is proposed that approximately 30ft land may be acquired along with the National High Way and State High Way for the Logistic related infrastructure that may reduce the cost and bring in better competitiveness of the manufacturing in the State. Wherever the land bank is not utilized the same can be auctioned at a later date to realise the true potential.
- b) Development of the road and rail infrastructure in the State is a necessity. In existing Rail stations additional land for developing warehouses facilities, storage facilities, movement through other modesof transport etc. would help in giving the boost to the existing infrastructure and make the Industry more competitive. In the logistics sector land use policy helps reduce the cost of setting up of units. The conversion of agricultural land to develop logistics related infrastructure will be easier thereby improving feasibility of perfect and ensuring healthy returns for investors and it may be provided from proposed Industrial land bank near National Highway and State High Way.
- c) Through the Rail Station, Land Custom Station, Multi-modal Transport Station cannot be realized till a wider corridor for the movement of Trucks, Cargo Vehicles are not facilitated. Accordingly, this policy aims to study and propose procurement of land in standardization manner for development of approach roads and Rail lines in the existing Rail Stations namely at Agartala, Jirania, Dharmanagar, Sabroom, Udaipur.

d) Aminimum 30 ft of either side of the roads and 10 % in the Industrial Estates may be set aside to have aneco system for efficient logistic movement through the warehouses to the National High Way.

4.2 Creation of Aggregation Hubs

The concerned Department shall identify strategic, commodity-specific and / or market-specific locations to establish aggregation hubs. The locations will be identified based at the district/ village/clusters of villages level, and in some cases, evolving around specific commodities and also shall ensure the availability of cold storage/ warehousing at the aggregation hubs based on the commodities (perishable and semi-perishable). The aggregation hubs shall also be used as a centre for storage of perishable and non-perishable commodities.

The proposal to develop integrated Logistic Park through PPP, Integrated Check post including warehouse and enhancing multimodal transport and provide necessary infrastructure around the strategic location would be seen by this committee.

4.3 <u>Development of truck terminals and driver resting facilities:</u>

One of the key issues faced by transportation industry (also highlighted in LEADS survey) is availability of hygienic resting facility for drivers. Development of comprehensive transport zones (near the national and state highway) and parking terminals on key freight routes across expressways, NH, SH, investment zones and industrial corridors will facilitate better working environment for transportation industry. These comprehensive transport zones and terminals will have common facilities for goods vehicles such as workshops, canteens, res-houses, amenity services, banks etc. Transport Department, Government of Tripura has already taken

a proposal of the above mentioned amenities for the drivers near the national and state highway and also in logistic parks.

ADB, World Bank and Ministry of DONER have already formulated a comprehensive report on movement of goods and services in the North Eastern Region. The best practices of the Ministry and ADB would be incorporated in the policy. Such as development of Centre of Excellence and making Green Logistic Policy for reducing carbon emissions and use of modern technology to have pipelines etc. Herein the Department of Industry and Commerce has already taken the lead to have comprehensive gas distribution policy. Further to create the Centre of Excellence where logistic sector projects and best practices will be identified in the State. A special focus would be made to develop the thrust sectors in the State.

4.4 Thrust Sector

Based on comparative advantage of the State in terms of resource endowments, and in line with the industrial base of the State, the focus sectors for manufacturing from the State would include, among others,

- 1. Tea, Rubber, bamboo, Agar wood products, plastic waste, municipal waste agro waste,.
- 2. Agro and allied products, Food Processing, Floriculture, Organic Farming, Bamboo products, Ornamental fishes.
- 3. Sericulture, bamboo, traditional Handloom and Handicraft product.
- 4. Information Technology related products like IT/ITES, Financial Services, Fin Tec, BOP, e-commerce etc.
- Tourism promoting activity (water sports, ropeway, adventure and leisure sports, flow ting restaurant) including medical tourism, Hospitality and well ness.
- 6. Healthcare and Education and

- 7. Skill development and development of women entrepreneurship.
- 8. EV Architecture.

4.5 Fiscal Incentives

Fiscal incentives or developing logistics infrastructure are to be given as per Tripura investment promotion incentive scheme (TIIPIS) 2022 (presently applicable up to March 2027)

The fiscal incentives in the Logistic sector, like in manufacturing would be extended as infrastructure sector. Further as and when Government of India releases any subsidy for the development of the North East the same will be extended to the Logistic Sector.

4.6 Ease of Doing Business:

- a) The Government of Tripura has been promoting Ease of Doing business by effecting policy and regulatory changes to promote private sector growth and attracting investment in the State. A number of measures have been taken up by the government to provide an environment conducive to set up new businesses and do business in Tripura by creating single window clearance portalincorporating time bound delivery of public services, facilitating fast track statutory clearances, simplifying of license and inspection and enabling entrepreneurs to file single and common application form for obtaining all approvals for setting up of business.
- b) Help desk for Warehouse/Logistics Parks will be included in Single window clearance. Smart Enforcement by transport, police, mining, and forest department based on technology assisted risk assessments.

4.7 **Monitoring Committees**

- a) Core Committee: To oversee the development of the logistic sector, improving multi-modal transport and stream line the transport sector, a core committee is formed and will be headed by Chief Secretary. The other members are mentioned below
 - 1) Secretary, Home Department
 - 2) Secretary, Transport Department.
 - 3) Secretary, Industry and Commerce Department.
 - 4) Secretary, Agriculture & Horticulture Department
 - 5) Secretary, PWD Department.
 - 6) Secretary, Urban Development Department.
 - 7) Secretary, Revenue Department.
 - 8) Secretary, Planning Department.

This committee would address issues to have a seamless movement and faster clearances and setting aside the resources for the development of the logistic park. The Committee would meet to address bottlenecks and will act as Logistic crisis management. The committee can ask the participation of the private sector and deliberate on the policies as and when required. The meeting of the committee would be held every quarterly for monitoring the status of PM-Gatishakti.

- b) WarehousingandLogisticsParks Sub Committee: Led by Secretary Industry and Commerce Department with the following members.
 - 1) Secretary, Revenue department
 - 2) Secretary, Food department
 - 3) Secretary, Agriculture & Horticulture Department
 - 4) Secretary, Transport department
 - 5) Secretary, PWD department

6) Any other department / agency as required for the specific issue.

This committee will be monitoring the warehouse approvals through single-window mechanism, drive the growth of logistic hubs and also coordinate with central agencies on all relevant programs and schemes

- c) RoadTransport Sub Committee led by Secretary, Transport

 Department with the following members
 - 1) Secretary, Revenue department
 - 2) Secretary, Home department
 - 3) Additional PCCF
 - 4) Any other department / agency as required for the specific issue.

The committee will be looking at all issues related to road transport including the truck agglomeration, and road safety etc.

- d) International TradeSub Committeeledby Secretary, Industries & Commerce department with the following members
 - 1) Secretary, Home department
 - 2) Secretary Transport
 - 3) IG, BSF
 - 4) Representative of Central Board of Indirect Taxes and Customs
 - 5) Representative of Land Ports Authority
 - 6) Any other department / agency as required for the specific issue.

The committee will be looking at all issues related to coordination of trans border trade and also drive the upgradation of border haats.

5 Policy Period

This policy shall come into force with effect from the date of its notification and shall remain valid for a period of 5 (five) years or till the declaration of a new or revised policy, whichever is earlier.

6 Nodal Department

The Department of Industries & Commerce will work as the Nodal Department to implement the integrated logistics policy. The Department of Industries & Commerce will be referred as the 'Nodal Department' in this policy document.

7 Assessment of the Policy and Amendments

The assessment of the policy will be done every year. The nodal department shall take inputs from all the departments at macro and micro level and appraise the core-committee on the impact of the policy and decisions by the core-committee will be implemented accordingly.

If there are any decisions that require the amendment of the policy, then the nodal department shall take it up through the approval of the State Cabinet.

8 Operational Guidelines

Operational guidelines including application forms, procedures, checklist, etc. for availing various incentives will be issued separately.

Annexure: Gist of the provisions of incentive/subsidy

Logistics infrastructure are to be given as per Tripura investment promotion incentive scheme (TIIPIS) 2022 (presently applicable up to March 2027)

sl.	Provisions of	Details of the Provisions
No	Subsidy	
1	Capital Investment	a) Non-Thrust Sector MSMEs: 30% of fixed
	Subsidy	capital investment with ceiling of Rs.100 Lakhs
		per enterprise. b) Thrust Sector MSMEs: 40% of
		fixed capital investment with ceiling of Rs.125
	•	Lakhs per enterprise. c) Additional Subsidy for
		ST/ SC/ PH/ Women enterprises @30%o or 40%
		within the upper ceiling of Rs.100 Lakhs/ 125
		Lakhs. d) For Large units @30o/o or 4ooh of
	·	investment on Land & Building with upper
	THE PROPERTY OF THE PROPERTY O	ceiling of subsidy Rs.200 Lakhs. e) For Private
		infrastructure Developer for creation of
		industrial infrastructure, subsidy will be @30%
	action of the state of the stat	with upper ceiling of Rs.500 Lakhs.
2	Procurement	a) 15% Procurement Preference to local
	Preference	manufacturer on all purchases through tenders
	-	by State Government Agencies on products
		manufactured in Tripura, subject to 20% value
		addition within State. b) Local enterprises having
		capacity of partial supply of the tendered

		quantity/value shall be allowed to participate in
		tender process for minimum 400/0 of the
1,000		tendered quantity, subject to 20Vo value
		addition within State.
3	Industrial	a) 100% reimbursement of net amount of SGST
	Promotion Subsidy	actually paid by an enterprise. b) Non-Thrust
		Sector with an overall ceiling of Rs.80 Lakhs per
		enterprise per annum. c) For Thrust sector with
		an overall ceiling of Rs.125 Lakhs per enterprise
		per annum. d) Aggregating enterprise limit of
No. of the last of		entitlement of an for 5 years shall not be
		•
		exceedin to 150% value of investment Page 26
		of 29 Annexure-IIIIII 2 i I I made in plant &
		machinery.
4	Power charges	a) Power charges will be provided to industrial
		units having connected load of above 20HP @
N. S		Rs.5.00 per unit without any upper ceiling. b)
		Industrial units having connected load up to 20
		HP shall be reimbursed @ 250/o of the power
		charges actually paid: e) For Non-Thrust Sector
		with an overall ceiling of Rs.15 Lakhs per
and the state of t		enterprise per annum, I) For Thrust sector with
		an overall ceiling of Rs.25 Lakhs per enterprise
		per annum
5	Partial	a) For Non-Thrust Sector: 4o/o reimbursement
	Reimbursement of	of interest paid on Term loan with upper ceiling
Vacable property of the control of t	Interest on Term	of Rs.5.00 Lakhs per enterprise per annum. b)
and the second	Loans	For Thrust sector: 570 reimbursement of
L		

		interest paid on Term loan with upper ceiling of
-		Rs.12.00 Lakhs per enterprise per annum
6	100%	a) Full reimbursement of fees/ charges for
	Reimbursement of	obtaining of Standard Certifications &
	charges/ fees for	subsequent renewal in 12 selected areas issued
· · · · · · · · · · · · · · · · · · ·	obtaining Standard	by National and Internationalbodies. b) One
44 miles market and 4000 (444-5	Certification/	time full reimbursement of fees payable for
	Technology Know	getting Technical know-how/ Technology
		Transfer from any recognized national/
		International organizations.
7	Earnest Money and	a) 100% Exemption to local manufacturer from
And a second sec	Bid Security	
	Deposits	Deposits on tenders floated by State
		Government Agencies for procurement of
		goods. b) Local service sector entrepreneurs
		(excluding works contract & IT/ ITes) eligible for
		State Capital Investment Subsidy under TIIPIS,
Marie III		2022 sh.all also be allowed for the said benefit.
8	Employment Cost	
ALCO CONTRACTOR OF THE CONTRAC		on account of contribution made towards
	Sector MSMEs onlyf	Employee's Provident Fund and Employee's
- May 14 14 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		State Insurance Scheme for a period of 5 years
		on employment of 20 or more persons who are
TO COLLEGE		domicile of the State
9		IOOV reimbursement for one time guarantee
		fees & service fees paid every year by Micro
	Guarantee Trust	&Small enterprises for CGTMSE coverage taken

	Fund for Micro &	on loan granted by Banks/ NBFCs
	Small Enterprises	
	(CGTMSE)	
10	Export Promotion	a'1 lOok reimbursement of value of goods
	Subsidy	exported to Bangladesh through the Land
		Custom Stations in the State, subject to an upper
		ceiling of Rs. 50 Lakhs per annum. b) It is
l		applicable only for the items manufactured in
l		the State subject to an enterprise shall have to
		achieve at least 20o/o value addition within the
	4	State
11	Subsidy for	a) 50% reimbursement of the expenditure
	participation in	incurred for travelling expenses of one person
		and transportation of goods to participate in
	exhibitions (Thrust	State & National level fares subject to an upper
	Sector only)	ceiling of Rs.1.00 Lakhs for each participation &
		maximum participation of 2 fares in a year. b)
		For participation in International Level fares
		prior approval of the appropriate authority is to
		be obtained.
12	State Transport	a) 50% reimbursement of transportation cost of
The state of the s	Subsidy	secondary raw materials for local resource based
		industry and raw materials required for
		manufacturing of packaging materials in the
		packaging industries in the State. b) Transport
TO THE PARTY OF TH		Subsidy shall be provided for transportation of
		raw materials from the nearest railway station of
		seller to the nearest railway station of the buyer

		as per the Railway Standard Parcel Rate.
13	Operational Subsidy	New eligible industrial unit availed fixed capital
	to industrial units	investment subsidy during the scheme period
-		from any subsidy scheme of State/ Central
		Government will be provided all operational
		subsidy under this scheme.
14	Additional subsidy/	r) MSMEs having Registration under Udyam
	incentive to ZED	Portal of MSME and obtained ZED Certification
A Control of the Cont	Certified industrial	from the Ministry of MSME will be provided one
Apple designation of the second	Enterprises	time;r.dditional subsidy. b) Industrial enterprises
T (Approximation)	-	with investment in to Rs.1.00 Cr t4 Plant and
The state of the s		Machinery up Page 28 of 29 will be provided
Control of the Contro		Rs.2.00 Lakhs per enterprise. c) Industrial
Acquire and a control of the control		enterprises with investment in Plant and
		Machinery from Rs.1.00 Cr to 10 Cr. will be
		provided Rs.5.00 Lakhs per enterprise.d)
A Maryonian L. Waldering Own.		Industrial enterprises with investment in Plant
	The property of the second sec	and Machinery above Rs.1.00 Cr.will be provided
\$ (1 mg) 11 mm	A Part of the Part	Rs.10.00 Lakhs per enterprise.
15	Special Incentives	(i) Industrial Promotion Subsidy will be provided
	to industrial	@ 25% of Goods and Services Tax (net of input
-	enterprises	tax) actually paid after 5 years of operation for
	continue to operate	further period of 5 years subject to the condition
	for 5 year	that the aggregate payment of subsidy to any
***		industrial enterprise from the date of
	Record Control of the	commencement shall no exceed 150% of
Andrew Co		investment in plant & machinery. (ii) Power
Arrana I I I Was approximate		charges will be provided to industrial units

having connected load above 20HP @ Rs.5.00 per unit without any upper ceiling. (iii) 25 %partial reimbursement of power charges will be provided to industrial units having connected load up to 20HP with a ceiling of Rs.15.00 Lakhs & Rs.25 Lakhs for non-thrust & thrust sector respectively. year enterprises per Subsidy:SO% Cost (iv)Employment contribution employer reimbursement of towards payment of EPF and ESI after 5 years of operation.